



City Council Chamber
735 Eighth Street South
Naples, Florida 33940

City Council Workshop Meeting - February 7, 1994 - 9:00 a.m.

Mayor Muenzer called the meeting to order and presided.

ROLL CALL

ITEM 1

Present: Paul W. Muenzer, Mayor
Alan R. Korest, Vice Mayor

Council Members:
Ronald M. Pennington
Marjorie Prolman
Fred L. Sullivan
Fred Tarrant
Peter H. Van Arsdale

Also Present:
Dr. Richard L. Woodruff, City Manager
Maria J. Chiaro, City Attorney
Kevin Rambosk, Assistant City Manager
William Harrison, Finance Director
Mark Thornton, Comm. Services Director
David Lykins, Recreation and Ent. Supt.
Missy McKim, Comm. Dev. Director
John Cole, Chief Planner
Dr. Jon Staiger, Natural Res. Manager
Richard Gatti, Engineering Manager
Tara Norman, Deputy City Clerk
George Henderson, Sergeant-at-Arms

Community Redevelopment Adv. Board:
J. Dudley Goodlette
Mark Weakley
Faith Knight
Sandy Johnson, Gallagher-Basset
Mrs. Fred Tarrant

News Media:
Amy Chodroff, WNOG

Other interested citizens and visitors

ITEM 2

ITEMS TO BE ADDED.

To be added as Item 7, a discussion of "Vision 2001" requested by City Manager Woodruff.

ITEM 3

DISCUSSION OF PRIVATIZATION ISSUES.

Tree Trimming Services: Community Services Director Thornton reviewed his department's analysis of in-house tree trimming costs versus those of the company which had been the lowest bidder on tree trimming service specifications (Attachment 1). The contractor, Total Tree Care, will bill on a per-tree basis at \$172.10. According to data gathered over the past six months of City operations, a three-member tree trimming crew accomplished one tree per day at a cost of \$473.76. Larger trees took up to one and a half days and cost \$710.64 for City crews to trim. Mr. Thornton clarified that the difference in the length of time between in-house and private services was attributable to the procedures used. City crews utilize a bucket truck and trim the tree from the outside; the private contractor uses a two-member crew which trims from the inside with one crew member actually climbing the tree. The latter method, he added, is recommended by the National Arbor Foundation but is much more risky from a worker's compensation standpoint than the method used by the City.

Mr. Thornton also reported that research into the contractor's background had indicated that customers were pleased both with the quality of work and reasonableness of cost.

It was also clarified that on-site chipping would not be included in the tree trimming contract. City crews would continue to pick up cuttings which would then be chipped at the City's landfill under another recently privatized operation. On-site chipping is considered to be a high-hazard activity.

Custodial Services (Park Facilities): David Lykins, Recreation and Enterprises Superintendent, reviewed estimated in-house costs for providing custodial services for various facilities under the jurisdiction of the Community Services Department (Attachment 2). Council was asked for concurrence in bidding these services. The annual cost to be used for comparison with bids is \$59,476.00. Council concurred with this course of action but requested that the following additional items be considered:

- Costs which would be associated with cleaning school facilities (Gulfview and Seagate) when the City began utilizing these facilities for recreational sites.
- Including Thanksgiving Day and Christmas Day cleanings not now scheduled by city crews.

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- Cleaning of the shower at Lowdermilk Park
- Use of recycled paper products whenever possible.
- Requiring criminal background checks for private contractor employees.
- Extending cleaning times to later in the day, particularly at the Fishing Pier.
- Specifying a quote on a per-cleaning basis.
- Requiring contractor's employees to report all vandalism damage observed during cleaning rounds.

Mr. Thornton also indicated that, should this activity be privatized, the current supervisory employees would be responsible for contract management.

Council Member VanArsdale expressed the view that City services should be privatized as soon as it was determined that a cost saving would be achieved. Mayor Muenzer, however, recommended caution and a thorough Council review of each case so that the City work force was not reduced to a size that would not allow response to emergencies such as clean-up after a hurricane. He said that it was also desirable for the Council, rather than management alone, to assume responsibility for privatization decisions should problems occur. Council Member Korest also recommended close review of methods and procedures so that services provided by City government could be fairly evaluated with those provided by the private sector, and updated to make the City operation more competitive.

It was the consensus of Council to proceed with specifications and bidding for privatization of the aforementioned custodial services.

ITEM 4

TRAFFIC IN DOWNTOWN NAPLES - PRESENTATION BY COUNCIL MEMBER PENNINGTON.

Council Member Pennington raised the issue of whether the City wished to "take control of its own destiny" by controlling vehicular traffic in the downtown area and whether the Council wished to provide guidance in this regard to the Florida Department of Transportation (DOT) through its Metropolitan Planning Organization representatives. He also posed the question of whether U.S. 41 should be diverted around downtown Naples and the existing route be designated "Business 41," allowing greater speed restrictions to be imposed farther north. Mr. Pennington said that the Four

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Corners, where U.S. 41 turns east, has historically presented traffic problems and will now further complicate community redevelopment efforts. These problems will be exacerbated by the impending widening of the U.S. 41 East from Goodlette-Frank Road to Davis Boulevard. He presented the following alternatives: 1) rerouting U.S. 41 over Goodlette-Frank Road; 2) limiting U.S. 41 to its present six lanes west of Davis Boulevard (including the Gordon River Bridges); and 3) building an additional Gordon River crossing.

Mr. Pennington then presented the results of a recent origin destination study by Barr, Dunlop & Associates which confirmed that most of the traffic over the present Gordon River bridges (63.7%) is not destined either to or from the downtown area. If the present Gordon River bridges were widened to eight lanes, the result would be an increase of 36% in traffic into the center of Naples and a corresponding 10% reduction in traffic utilizing a second Gordon River crossing. This latter factor would negatively impact revenues should this facility be financed through tolls.

By relocating U.S. 41 over Goodlette-Frank Road, Mr. Pennington pointed out, the Four Corners traffic congestion would be alleviated and the redevelopment area would be more appealing to pedestrians as well as providing a more suitable gateway to the Fifth Avenue, waterfront and Old Naples districts. In discussion of the possible economic impact, Mr. Pennington indicated that a service station owner on U.S. 41 had predicted little affect on his income because most of his business was derived from local customers. Mark Weakley, owner of the Trail's End Motel, however, predicted that rerouting would cause a hardship on his business because of its dependence on transient customers.

Should the City succeed in influencing the DOT not to widen the current Gordon River bridges to eight lanes, approximately \$5-million in right-of-way acquisition and utility relocation expenses would be avoided, Mr. Pennington explained. This could be invested in an additional river crossing farther north, perhaps on an alinement with the northern edge of Naples Municipal Airport. Mr. Pennington said he felt there was very strong public support for the additional river crossing, and if this were accomplished, it would alleviate the need for a temporary bridge while reconstruction of the current bridges is underway. Vice Mayor Korest pointed out that, as the County did to accelerate widening of State Road 951, the City and County could finance construction of another Gordon River bridge and apply for reimbursement from the DOT in the year that bridge construction appeared in the DOT work plan, approximately 2002.

City Manager Woodruff noted that while the DOT may work on its highways in the City limits without City consent, the agency nevertheless looks to the MPO to establish local positions. Retaining six lanes on the current Gordon River bridges might, therefore, be accepted by the DOT if the local governmental agencies provide a reasonable alternative route to handle traffic.

It was the consensus of Council that Mr. Pennington make his presentation to the joint City

Council/County Commission meeting scheduled for Wednesday, February 9, and that Council Members would support a proposal to limit the current Gordon River bridges to six lanes and would support construction of a second Gordon River crossing. It was noted, in addition, that further decisions with reference to funding, such as whether a new bridge would be a toll facility, would be addressed at a later date.

BREAK: 11:15 a.m. to 11:21 a.m.

ITEM 5

REVIEW OF INSURANCE SETTLEMENTS

Finance Director Harrison explained that, according to City purchasing policy, expenditures of over \$7,500 must first receive Council approval. This is the case with the insurance settlements currently pending, although Mr. Harrison declined to discuss details of each case in a public forum because of potential litigation. Prior to making recommendations to the Council, a staff committee reviews each case, Mr. Harrison reported.

According to Dr. Woodruff, the City normally takes the position that, with justification, small, nominal claims can be settled immediately. City Attorney Chiaro explained that before the City is legally liable, it must be found by a jury to have been negligent, that is to have failed to do what a reasonable person would have done in like circumstances. In Florida, comparative negligence also is considered so that a person who is injured might also be found to be partially at fault; damages would then be allocated accordingly.

Sandy Johnson of Gallagher-Basset, the City's risk management consultant, indicated that each case is reviewed on its own merits and noted that frequently a lack of witnesses makes it extremely difficult to determine whether the City was actually at fault. This is often the situation when people fall on sidewalk and street surfaces.

Council Members Pennington and Tarrant expressed satisfaction with the manner in which the City administration handles these issues, although Mr. Tarrant expressed concern with reference to the lack of protection for small children at the Fishing Pier. He suggested additional netting or fencing. Dr. Woodruff explained that during the upcoming rebuilding project such protection would be put in place; however, on the portion of the pier which will not be rebuilt, installation of an additional railing would take place promptly.

It was the consensus of Council that the current policies and practices with reference to handling insurance claims be continued.

ITEM 6

REVIEW OF AGENDA FOR FEBRUARY 9, 1994, JOINT CITY/COUNTY MEETING.

With reference to Item 7 on the February 9 agenda (overview of City projects for County consideration - C.I.P. funding), Dr. Woodruff explained that a review of the County's capital improvement budget had indicated that the County has not made any capital investment inside the corporate limits which is Commissioner Saunders' district. The County will be asked to assist in needed rebuilding of the Naples Landing boat ramps and future assistance in other repairs at Naples Landing and at the Fishing Pier.

With reference to Item 5 (request to approve an interlocal agreement for beach parking), Council Member VanArsdale said that he had received complaints from people who rent properties in the area for extended periods and who are not now eligible to receive a beach parking permit. While this would be a separate issue from the interlocal agreement, Dr. Woodruff pointed out, further discussions on revising various policies would be appropriate. He said that ineligibility for parking stickers was a major area of complaint from the public.

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Vice Mayor Korest and Council Member Sullivan reported on a visit they had made to the Manatee County boot camp facility for juvenile offenders. Both indicated that they were very favorably impressed with the results being achieved by that program.

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ITEM 7

VISION 2001

City Manager Woodruff reviewed the purpose and activities (Attachment 3) of Vision 2001, an organization-wide planning concept which, he said, would prepare for growth and challenges of the future. The concept would refocus the organization into one which is not strictly reactive. With the Council's concurrence, he said, he would proceed to reassign the tasks of various staff members so that they would be free to commit blocks of time to this activity. Community Development Director Missy McKim was designated to head the effort. Day-to-day supervision of the Building & Zoning Division would be reassigned from Missy to Assistant City Manager Rambosk.

It was the consensus of Council to proceed with this program. A workshop to receive further Council input will be scheduled for late March.

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ADJOURN: 12:25 p.m.

Paul W. Muenzer, Mayor

Janet Cason
City Clerk

Tara A. Norman
Deputy City Clerk

These minutes of City Council approved on February 16, 1994.



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Convened 9:00 am / Adjourned 12:25 pm

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